2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

79

Richmond County Town of Warsaw

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Rich	nmond Mainte	nance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck de 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				-											
	0.45	= 400	_	From:		Westmoreland Co		00/	_	0.004	_	0.54	5000	_	0000
3	0.15	5400	G	91%	1%	2% 1%		0%	F	0.084	F	0.51	5300	G	2003
	1.46	6700	G	From: 91%	1%	SR 203 Ly 2% 1%		0%	С	0.083	F	0.579	6600	G	2003
3	1.40	0700	Ü	J170	1 /0		370	070	O	0.000	•	0.575	0000	J	2000
(3)	0.79	6700	N	From: 91%	1%	79-653 2% 1 %	5%	0%	N	0.083	N	0.579	6600	N	2003
3)	0.10	0.00	.,	To:	170	NCL Wars		070	.,	0.000	.,	0.070	0000	.,	2000
Town of Warsaw															
	0.00	0700		From:	40/	NCL Wars		00/		0.000		0.570	0000		0000
3	0.20	6700	N	91% To:	1%	2% 1% SR 3 Bu		0%	N	0.083	N	0.579	6600	N	2003
Richmond County				I		Sits Bu	,								
Memiora county				From:		SR 3 Bu									
3	1.23	6700	N	91% To:	1%	2% 1%		0%	N	0.083	N	0.579	6600	N	2003
				10.		US 360, SR 3	Bus								
Town of Warsaw				From:		US 360, SR 3	Bus	1							
3	0.11	7000	G	90%	1%	3% 1%		0%	F	0.081	F	0.568	6900	G	2003
				To:		SCL Wars	aw								
Richmond County				From:		CCL W		1							
3	6.20	7000	N	90%	1%	SCL Wars 3% 1%		0%	N	0.081	N	0.568	6900	N	2003
<u> </u>				To:		79-642 Near En									
3	3.07	3800	G	From: 90%	1%	3% 1%		0%	F	0.083	F	0.666	3800	G	2003
3)				To		79-692									
(3)	2.37	3500	G	90%	1%	3% 1%	5%	0%	F	0.086	F	0.534	3500	G	2003
				To: From:		79-608									
(3)	2.70	3200	G	90%	1%	3% 1%	5%	0%	F	0.087	F	0.534	3100	G	2003
				To:		Lancaster Cour	ty Line								
Town of Warsaw				From:		CD 2		-							
Bus 3	0.77	13000	N	94%	0%	SR 3	3%	0%	N	0.087	N	0.622	13000	N	2003
3				To:		US 360									
Bus	0.70	42000	•	From:	00/		20/	00/	_	0.007	_	0.000	12000	0	2002
3 360	0.78	13000	G	94% To:	0%	2% 1% SR 3	3%	0%	F	0.087	F	0.622	13000	G	2003
Richmond County				I											
Actimona County				From:		SR 3 Lye									
(203)	0.40	2700	G	86%	0%	3% 2%		0%	F	0.081	F	0.687	2700	G	2003
				To:		Westmoreland Co									
(360)	3.98	14000	G	94%	0%	Essex County 2% 1%		0%	F	0.079	F	0.572	14000	G	2003
(360)	0.00	14000	Ŭ	To:	070				•	0.070	•	0.072	14000	Ü	2000
(360)	0.40	14000	Α	From: 94%	0%	W 79-62 2% 1%		0%	С	0.096	Α	0.518	14000	Α	2003
300				To:		WCL Wars									
Town of Warsaw															
	2.02	14000	NI .	From:	0%	WCL Wars		0%	N.I	0.006	N.I	0 F10	14000	N!	2002
[360]	2.02	14000	N	94%	U%	2% 1%		U%	N	0.096	N	0.518	14000	N	2003
(000)	0.78	13000	G	From: 94%	0%	W SR 3 B 2% 1%		0%	F	0.087	F	0.622	13000	G	2003
[360]	0.70	13000	G	J+ 70 	U /0			U /0	1"	0.007	I.	0.022	13000	G	2003
(200)	0.37	8100	G	From: 94%	0%	E SR 3 Bus, 2% 1%		0%	F	0.085	F	0.564	8000	G	2003
(360)	0.51		_	74 /0 To:	J /0	ECL Wars		U 70	_ '	0.000	_'	0.004		_	
Richmond County				-											
~~~				From:	221	ECL Wars		221					0.5.5.5		
[360]	4.59	8100	N	94% To:	0%	2% 1%	3%	0%	N	0.085	N	0.564	8000	N	2003
				To:		79-661									

					KICI	nmond Mainten	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			()(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:											
360)	2.97	6100	G	94%	0%	79-661 2% 1%	3%	0%	F	0.088	F	0.661	6100	G	2003
<u> </u>				To:	N	Northumberland Co	_								
600	3.16	410	G	95%	0%	Lancaster County 2% 2%	Line 1%	0%	F	0.105	F	0.667	410	G	2003
				From:		79-601									
600	2.23	400	G	95%	0%	2% 2% 79-604 SOUT	1% TH	0%	F	0.101	F	0.643	400	G	2003
600	0.26	470	G	95% To:	0%	2% 2% Northumberland Co	1%	0%	С	0.107	F	0.6	460	G	2003
				From:		SR 3	анту Елис	<u>.</u>							
601)	2.90	210	R	<u> </u>		SICS				NA			NA		08/22/200
				To:		79-600									
$\bigcirc$				From:		Dead End									
602	1.64	240	R							NA			NA		09/26/200
	0.03	340	R	From:		79-607		ŀ		NA			NA		09/26/200
602	0.03	340	K	To:		SR 3 EAST	,			INA			INA		09/20/200
				From:		SR 3 WEST									
602	0.11	200	R							NA			NA		09/26/2001
				From:		79-692									
602	1.10	500	R							NA			NA		09/26/2001
				From:		79-612									22/22/22
602	3.00	140	R	To		79-601				NA			NA		08/22/200
				From:				<u>_</u>							
603)	3.00	30	R			79-601				NA			NA		09/05/200
(003)				To:		79-612									
				From:		Dead End									
(604)	0.60	20	R							NA			NA		09/05/200
				To:		79-600									
	4.00	00	_	From:		79-606				N.1.0			NIA		00/00/000
605)	1.20	20	R							NA			NA		08/22/2001
	0.50	20	R	From:		1.20 ME 79-6	06			NIA			NΙΔ		00/22/2004
605)	0.50	20	ĸ	To:		Dead End				NA			NA		08/22/2001
				From:		Dead End									
606	1.33	200	R							NA			NA		1998
				To: From:		79-673		1							
606	1.75	350	G	94%	0%	2% 0%	3%	0%	С	0.087	F	0.6	340	G	2003
				To:		79-608									
$\bigcirc$				From:		Dead End									
607)	0.90	230	R	To:		70 (02 C T				NA			NA		1998
				From:		79-602 Gap Terr 79-692 Gap Terr									
607)	3.25	590	G	96%	0%	2% 0%	1%	0%	F	0.091	F	0.616	590	G	2003
				To: From:		69-677 79-677									
607	1.65	820	G	96%	0%	2% 0%	1%	0%	F	0.094	F	0.6	810	G	2003
607)		-	•	To:		79-617				-		•	-		
607	0.50	560	G	96%	0%	2% 0%	1%	0%	С	0.109	F	0.547	560	G	2003
			-	To:		US 360			-			·		_	
_				From:		79-642									
608	1.03	160	G	93%	0%	4% 0%	2%	0%	F	0.089	F	0.533	160	G	2003
				To:		79-610									

					1 (101	imonu iviamilena	1100740	ч							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:		79-610		1							
608)	0.08	280	G	93%	0%	4% 0%	2%	0%	F	0.09	F	0.68	270	G	2003
	0.07			From:	00/	79-613	00/	00/		0.000		0.044	000		0000
608	3.37	220	G	93%	0%	4% 0% 79-606	2%	0%	F	0.090	F	0.814	220	G	2003
608)	0.90	1000	G	93%	0%	4% 0%	2%	0%	С	0.090	F	0.73	1000	G	2003
				To:		SR 3									
609	1.35	80	R	From:		Dead End				NA			NA		08/22/2001
003				To:		79-610									
$\bigcirc$	0.05	00		From:		79-647				NIA			NIA		00/00/000
610	0.65	80	R	To:		70 (57				NA			NA		08/22/2001
610	0.30	30	R	From:		79-657				NA			NA		08/22/2001
				To- From:		Dead End; Gap Ter	minus	]-							
610	0.45	40	R							NA			NA		08/22/2001
	0.75	100	R	From:		79-641		-		NA			NA		08/22/2001
610	0.75	100		To:		79-608				INA			14/4		00/22/200
$\overline{}$				From:		79-613									
611)	1.50	170	R	To:		SR 3				NA			NA		08/15/2001
				From:		79-602									
612	1.30	270	R	-						NA			NA		08/22/2001
	0.00	000	_	To: From:		79-616				NIA			NIA		00/00/000
612	3.30	300	R	To		66-600				NA			NA		08/22/2001
				From:		79-608									
613	2.50	280	R							NA			NA		08/15/2001
_	0.80	240	R	From:		79-611				NA			NA		08/15/200
613	0.00	240	Α.	To:		SR 3				INA			INA		00/15/2001
				From:		Dead End									
614)	0.07	40	R							NA			NA		08/15/2001
(614)	2.20	100	R	From:		79-669				NA			NA		08/15/2001
(014)				To- From:		79-642									
614)	2.17	120	R	From:						NA			NA		08/15/2001
	4.04			From:		79-615									00/45/0004
614)	1.84	270	R			<b>5</b> 0.648				NA			NA		08/15/2001
(614)	0.70	590	G	From: 97%	0%	79-643 2% 0%	1%	0%	С	0.112	F	0.615	590	G	2003
				To-		SR 3									
614)	0.35	40	R	110111				<u>.</u>		NA			NA		08/15/2001
	4.05	40	_	From:		79-626				NIA			NIA		00/45/0004
614)	1.25	40	R	To:		Dead End				NA			NA		08/15/2001
				From:		Dead End									
615	1.40	150	R	To:		79-614				NA			NA		1998
_				From:		79-614		<u> </u>							
616	3.90	80	R	<u> </u>						NA			NA		09/05/2001
				To		66-600; 66-61	6								

					1 (101	IIIIOIIU IVIAI	ritoriai	100 / 1100	۷							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:		79-	607		1							
617)	0.80	790	G	95%	0%	4%	0% 360	1%	0%	С	0.107	F	0.541	780	G	2003
				From:			661		1							
618)	1.00	290	R								NA			NA		09/05/2001
				To:	N	Vorthumberlar	nd Coun	ty Line								
619	3.10	470	G	97%	0%	2%	0%	1%	0%	С	0.101	F	0.511	460	G	2003
<u>619</u>	1.42	500	G	From: 97%	0%	79- 2%	627 0%	1%	0%	F	0.108	F	0.552	490	G	2003
<u>619</u>	2.80	620	G	From: 97%	0%	2%	360 0%	1%	0%	F	0.103	F	0.648	620	G	2003
				To:	,	Westmorelan	d County	y Line								
620	0.15	130	R	From:		Deac	d End				NA			NA		08/15/2001
				From:		SF	R 3		ŀ							
620) 620)	2.31	250	R	To:		IIQ	360				NA			NA		09/26/2001
620)	2.79	540	R	From:		0.5	300				NA			NA		09/05/2001
020				To:	,	Westmorelan	d County	y Line								
				From:		79-	624									
621)	1.80	590	R	To:		<b>7</b> 0.000	N TOOT				NA			NA		08/16/2001
				From:		79-690 79-690	EAST									
621)	2.88	270	R	<u> </u>		,,,,,,,					NA			NA		08/01/2001
				To: From:		79-	637									
621)	0.10	310	R								NA			NA		08/01/2001
				To:	,	Westmorelan	d County	y Line								
	4.00	20	_	From:		Deac	d End				NIA			NIA		00/00/0004
622	1.30	30	R								NA			NA		08/06/2001
	0.70	80	R	From:		79-	625				NA			NA		08/06/2001
622	0.70	00	K	To-		79-624	WEST				INA			INA		00/00/2001
				From:		79-624										
622	2.10	80	R								NA			NA		08/06/2001
$\bigcirc$				From:		79-638	WEST									
622	0.20	210	R								NA			NA		08/16/2001
	0.70	C00		From:	00/	79-638		00/	00/		0.400		0.00	500		2002
622	0.70	600	G	97% To:	0%	2% Westmorelan	0% d Count	0% v Line	0%	С	0.103	F	0.69	590	G	2003
				From:			624	, 131110	1							
(623)	1.28	400	R								NA			NA		08/06/2001
				To:	,	Westmorelan	d County	y Line								
				From:		Dead	d End									
624)	1.20	110	R	To		SCI V	Varsaw				NA			NA		1998
T. CXX						SCL V	varsaw									
Town of Warsaw				From:		SCL V	Varsaw									
(624)	0.10	110	N								NA			NA		1998
				To:		US 360	EAST									
Richmond County				From:		US 360	WEST		Ī							
(624)	0.20	2500	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.631	2400	G	2003
				To			634									
624)	0.80	2100	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.663	2000	G	2003
				To:		79-	621									

					Ricl	hmond I	Maintenar		а							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:			<b>=</b> 0.724									
624)	1.10	1600	G	97%	0%	1%	79-621 1%	1%	0%	F	0.088	F	0.659	1500	G	2003
624)	3.27	1200	G	97%	0%	1%	79-676 1%	1%	0%	F	0.083	F	0.685	1200	G	2003
624)	3.21	970	G	From: 97%	0%	79-6 1%	36 NORTH 1%	1%	0%	F	0.093	F	0.550	960	G	2003
624)	0.90	1000	G	From: 97%	0%	79-6 <b>1%</b>	1%	1%	0%	F	0.082	F	0.506	990	G	2003
624	4.56	690	G	From: 97%	0%	1%	38 NORTH 1%	1%	0%	F	0.077	F	0.546	690	G	2003
				To: From:			eland Count 79-622	y Line								
625	0.65	9	R	To:		Γ	Dead End				NA			NA		08/06/200
626	0.40	100	R	From:			SR 3				NA			NA		08/15/200
				To:			79-614									
627)	2.14	350	R	From:			79-619				NA			NA		09/05/200
627)	0.06	370	R	From:			US 360				NA			NA		09/05/200
				To: From:			79-661									
628)	0.70	110	R	To:			Dead End				NA			NA		1998
$\bigcirc$				From:			US 360 79-620									
629	0.17	220	R	To-			79-695		1		NA			NA		09/05/200
629	0.26	170	R	To:			Dead End		1		NA			NA		09/05/200
				From:			Dead End									
630	1.25	90	R								NA			NA		08/15/200
630	1.41	390	G	94%	0%	3%	79-660 0%	2%	0%	С	0.094	F	0.583	390	G	2003
(630)	1.69	870	G	From: 94%	0%	3%	79-631 0%	2%	0%	F	0.092	F	0.622	860	G	2003
				To:			SR 3									
631)	1.30	210	R	From:		П	Dead End				NA			NA		1998
				To:			79-630									
632	1.79	160	R	From:		Γ	Dead End				NA			NA		1998
	0.07	250	R	To: From:			79-679				NA			NA		1998
632)	0.01			To: From:			39-698 79-698							1 1/1		
632	0.78	500	R	To			SR 3		!		NA			NA		08/15/200
				From:			79-637									
633	2.51	10	R	To:			79-690				NA			NA		08/01/200
			_	From:			Dead End				<b>.</b>			A1.		1000
634)	0.55	50	R	To:			79-636				NA			NA		1998
· · · · · · · · · · · · · · · · · · ·																

					RICI	nmond Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:		79-636									
634)	4.06	370	G	93%	0%	3% 0%	4%	0%	С	0.119	F	0.565	360	G	2003
(634)	1.00	0.0		To:	070	79-624	170	7,0	Ū	0.110	·	0.000	000	Ū	2000
				From:		79-624		1							
635)	1.41	140	R			19-024				NA			NA		08/01/200
033)				To:		79-636									
				From:		79-634									
636)	1.70	170	R			77 03 .				NA			NA		08/09/200
000				To:		79-640									
636	0.32	230	R	From:		79-040				NA			NA		08/09/200
636)	0.02	200	1	To:		79-624 SOUTI	Н			14/4			IVA		00/03/200
				From:		79-624 NORT									
636	2.00	140	R							NA			NA		08/09/200
				To:		79-637									
				From:		Dead End									
637)	0.70	130	R							NA			NA		08/06/200
				To-		79-624 WEST									
$\bigcirc$			_	From:		79-624 EAST	•								00/00/00
637)	1.50	230	R							NA			NA		08/06/200
				From:		79-636									
637)	2.44	230	R							NA			NA		08/01/200
				To:		79-690 WEST									
	1 50	420	В	From:		79-690 EAST				NIA			NΙΔ		00/01/200
637)	1.50	130	R	To:		79-621				NA			NA		08/01/200
								!							
	0.00	000	_	From:		Dead End				NIA			NIA		00/00/00
638)	3.00	230	R	To:		70 (24 COLUTI	T			NA			NA		08/06/200
				From:		79-624 SOUTI 79-624 MID	<u> </u>								
638)	1.40	290	G	99%	0%	1% 0%	0%	0%	С	0.120	F	0.703	280	G	2003
(030)				Ter											
	1 20	220	G	From:	00/	79-639	00/	00/		0.114	г	0.600	220	G	2002
638)	1.30	330	G	99% To:	0%	1% 0% 79-622 EAST	0%	0%	F	0.114	F	0.688	330	G	2003
				From:		79-622 EAST									
638)	2.10	120	R							NA			NA		08/06/200
				To:		79-624 NORT	Н								
				From:		79-638		1							
(639)	0.45	70	R					<u> </u>		NA			NA		08/06/200
(000)				To:		Dead End		1							
				From:		79-636									
640)	2.50	100	R			77 030				NA			NA		08/01/200
040				To:		79-624									
				From:		79-642									
641	1.10	90	R			75 012				NA			NA		08/22/200
641)	1.10	•	•••	To:		79-610				107					00/22/200
				From:		Dead End		1							
640	0.04	20	R			Dead End				NA			NA		1998
642	0.04		• • • • • • • • • • • • • • • • • • • •							14/7			11/7		1000
	2.24			From:		79-665				N: A			N 1 A		4000
642	0.01	60	R	_						NA			NA		1998
_				To: From:	_	79-681	_								
642	1.10	260	R							NA			NA		08/22/200
				To		79-641									
642)	1.10	290	G	95%	0%	4% 1%	1%	0%	F	0.127	F	0.622	290	G	2003
<u> </u>				To:				<del></del>							
	0.70	430	c	From: 95%	00/	79-608 4% 1%	1%	00/	Г	0.105	F	0.646	420		2002
642	0.70	430	G	95% To:	0%		170	0%	F	0.105	F	0.646	430	G	2003
				1		79-614									

					Ric	hmond I	Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tri e 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County																
	2.28	570	G	95%	0%	4%	79-614 1%	1%	0%	С	0.102	F	0.632	570	G	2003
(642)	2.20	370	G	33 70	0 70			1 /0	070	C	0.102	'	0.002	370	O	2003
642	0.90	760	G	From: 95%	0%	4%	79-651 1%	1%	0%	F	0.097	F	0.684	750	G	2003
642)	0.00			To:	0,0	.,,	SR 3	.,,	0,0	•	0.00.	•	0.00			
				From:			79-614									
643	1.16	180	R								NA			NA		1998
				To:			Dead End									
	0.46	450	В	From:		I	Dead End				NIA			NIA		00/05/200
644)	0.46	150	R	To:			79-656				NA			NA		09/05/200
				From:			Dead End									
645)	0.70	110	R				Jean Line				NA			NA		08/06/200
				To:		Westmore	eland Coun	ty Line	ĺ							
				From:			US 360									
646)	0.55	60	R								NA			NA		08/06/200
				From:		0.55	MN US 36	50								
646)	0.99	60	R	To:			70. (21				NA			NA		08/06/200
				From:			79-621									
647	0.80	110	R	r tonii.		1	Dead End				NA			NA		1998
647)	0.00		•••	To:			70.649									1000
647	0.90	170	R	From:			79-648				NA			NA		1998
647)	0.00			To			70.610									1000
647)	2.40	310	R	From:			79-610				NA			NA		08/22/200
047)				To:			79-608									
				From:			79-647									
648	0.70	40	R								NA			NA		1998
				To:		I	Dead End									
Town of Warsaw				From:		ZII	360 WEST	7	1							
(649)	0.34	180	R			0.5	JOO WEST	•			NA			NA		09/11/200
				To:		US	360 EAST									
Richmond County																
	0.90	240	R	From:		I	Dead End				NA			NΙΔ		09/05/200
(650)	0.90	240	K	To:			79-619				INA			NA		09/03/200
				From:			79-614									
(651)	0.20	30	R				,, ,, ,,				NA			NA		08/15/200
				To: From:		0.20	MN 79-61	4								
(651)	1.92	30	R	FIOII.							NA			NA		08/15/200
				To:			79-642									
$\overline{}$				From:	_	I	Dead End									00/0::-:
652	0.53	70	R								NA			NA		08/01/200
	4 07	440		From:			79-683				ALA			NIA		00/04/000
652)	1.07	110	R	To:			79-636				NA			NA		08/01/200
				From:			SR 3		1							
653)	0.45	120	R	<u> </u>			SIN J				NA			NA		09/26/200
				To			79-667									
(653)	0.45	70	R	From:			17-001				NA			NA		09/26/200
				To:		I	Dead End									
				From:		I	Dead End									
654	1.30	20	R								NA			NA		08/22/200
				To:			79-600									

					RICHMONG Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	()(:	QK Dir r Factor	AAWDT	QW Year
Richmond County				From:	Dead End	1			
655)	1.25	130	R		Dead End	NA NA		NA	1998
000)				To	79-614				
				From:	Dead End				
656	0.63	80	R			NA		NA	09/05/2001
				From:	79-644	]			
656	0.57	240	R	-		_ NA		NA	09/05/2001
				To:	79-617	<u> </u>			
	0.90	45	R	From:	Dead End	 NA		NA	1998
657	0.90	40	K	To:	79-610			INA	1990
				From:	Dead End				
658)	0.52	90	R		D etta Enti	NA NA		NA	1998
				To:	79-619				
				From:	Dead End				
659	0.50	20	R			NA		NA	08/01/2001
				To:	79-690				
$\bigcirc$	0.05			From:	Dead End	J			4000
660	0.35	70	R			NA		NA	1998
			_	From:	79-672	<u> </u>			
(660)	0.15	140	R	To:	79-630	¬ NA		NA	1998
				From:		1			
(004)	1.90	520	R		US 360	NA NA		NA	09/05/2001
661	1.00	020		To:	F0 (0F	¬		1471	00/00/200
(00)	0.08	40	R	From:	79-627	NA		NA	09/05/2001
661	0.00	-10		To:	Dead End	¬ '''``		1471	00/00/200
				From:	79-661				
662	0.70	170	R			NA		NA	09/05/2001
				To:	79-619				
				From:	79-620				
(663)	1.00	60	R			NA NA		NA	1998
				To:	Dead End	<u> </u>			
	0.45	110	В	From:	79-637	NA NA		NA	08/01/2001
664)	0.45	110	R	To:	Dead End			INA	06/01/2001
				From:	79-642				
665	0.10	40	R	<u> </u>	17-0-12	NA		NA	1998
				To:	Dead End	1			
				From:	Dead End				
(666)	0.06	NA				NA		NA	
				To:	SR 3				
$\bigcirc$			_	From:	Dead End	J			00/00/05
667	0.64	20	R	To:	79-653	NA		NA	09/26/2001
				From:	79-633	1			
668	0.15	90	R		/9-01/	NA NA		NA	1998
				To:	US 360				
				From:	79-614	i			
669	0.05	40	R			NA		NA	1998
				To	Dead End				
				From:	US 360				
670	0.65	200	R			_ NA		NA	1998
				To:	79-699				

					Richmond Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT (	QW Year
Richmond County				From:	Dead End				
<b>(671)</b>	0.45	70	R			NA		NA	09/05/200
				To	79-619				
$\bigcirc$				From:	Dead End				1000
672	0.35	60	R	To:	79-660	NA 1		NA	1998
				From:	Dead End	l			
673)	0.84	80	R		Dead End	J NA		NA	1998
013)				To:	79-606	]			
				From:	Dead End				
674)	0.40	60	R			NA		NA	08/01/200
				To:	79-621				
	0.04	00	_	From:	Dead End	]		N.1.A	4000
675)	0.61	30	R	To:	79-636	NA 1		NA	1998
				From:	79-624	I			
676	0.98	40	R	<u> </u>	/9-024	I NA		NA	1998
070				To:	Dead End	]			
				From:	Dead End				
677	0.30	47	R			NA		NA	09/05/200
				To:	79-607				
$\bigcirc$			_	From:	Dead End				00/00/000
678	0.67	30	R			NA		NA	08/06/200
			_	From:	0.67 MS Dead End	]			
678	0.13	30	R	To	79-624	NA 1		NA	08/06/200
				From:		l			·
670)	0.35	90	R	1101111	79-632	J NA		NA	1998
679	0.00	00		To:	Dead End	1		1471	1000
				From:	Dead End				
(680)	0.40	110	R			NA		NA	1998
				To:	79-637				
$\sim$				From:	Dead End				
681	0.40	140	R	To:	70.640	NA 1		NA	1998
				_	79-642				
(682)	0.09	20	R	From:	Dead End	NA		NA	1998
(682)	0.00			To:	79-608	1		1471	1000
				From:	Dead End				
683)	0.38	10	R			NA		NA	1998
				To:	79-652				
				From:	79-619				
684)	0.55	48	R	т	D 15 1	NA 1		NA	08/15/200
				To:	Dead End	<u> </u>			
605	0.35	110	R	From:	Dead End	] NA		NA	1998
685	0.55	110	Λ.	To:	79-637	]		INA	1 330
				From:	79-697				
686	0.08	70	R		***	NA		NA	1998
				To:	79-1101				
686	0.07	90	R	From:	// ****	NA		NA	1998
				To:	US 360; FR-815				
				From:	Dead End				
687)	0.12	160	R	_		NA		NA	1998
				To:	SR 3				

					KICI	IIIIOIIU IVIA	ııııeııaıı	CE AIE	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle				- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:		Dea	ad End		1							
688	0.20	40	R			Всс	ia Ena				NA			NA		1998
$\bigcup_{i=1}^{n}$				To		79	9-630									
$\bigcirc$	0.40		-	From:		Cul-	-de-Sac				NIA			NIA		4000
689	0.19	60	R	To:		S	SR 3				NA			NA		1998
Town of Warsaw							K 5									
				From:			SR 3									
690	0.20	1000	G	98% To:	0%	1%	0%	1%	0%	F	0.113	F	0.537	1000	G	2003
						NCL	Warsaw									
Richmond County				From:		NCL	Warsaw									
690	2.64	670	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.629	670	G	2003
				From:		79-62	1 WEST									
690	2.49	430	R								NA			NA		08/06/20
	4.50	200		From:		79-63	7 EAST				NΙΔ			NIA		00/04/00
690	1.50	380	R	_							NA			NA		08/01/20
	0.50	370	R	From:		79	9-633				NA			NA		08/01/20
690	0.30	370	K	To:	,	Westmorela	nd County	Line			INA			INA		00/01/200
				From:		Westmorela			1							
691)	0.85	30	R				<u>,</u>				NA			NA		08/06/20
				To:		Dea	ad End									
$\bigcirc$	0.40			From:		SR 3	SOUTH									00/00/00
692	0.40	380	R								NA			NA		09/26/200
<u></u>	0.22	800	G	From: 94%	0%	3%	9-607 1%	2%	0%	С	0.097	F	0.539	790	G	2003
692	0.22	800	G	70:	0 70		NORTH	2 /0	0 70	C	0.031		0.559	790	G	2003
				From:			ad End		1							
693)	0.30	120	R						,		NA			NA		1998
$\bigcirc$				To:		79	9-624									
	0.40	20		From:		79	9-635				NIA			NIA		00/04/00
694)	0.19	30	R	To:		Dea	ad End				NA			NA		08/01/20
				From:			S 360									
695)	0.15	170	R								NA			NA		09/05/20
				To:		79	9-629									
$\bigcirc$				From:		Dea	ad End									
696)	0.19	30	R	To:		S	SR 3				NA			NA		08/22/200
				From:			S 360									
697)	0.66	210	R				7500				NA			NA		09/26/200
				To		79	9-686									
697)	0.76	140	R	FIOIII.							NA			NA		09/26/200
$\bigcirc$				To:		79	9-620									
	0.00	20		From:		Dea	ad End				NIA			NIA		4000
698)	0.36	60	R	To:		70	9-632				NA			NA		1998
				From:			ad End		<u>.</u>							
(699)	0.13	90	R	<u> </u>		DC					NA			NA		1998
				To		79	9-670									
Town of Warsaw				From:		*	7.260		-							
(700)	0.13	190	R	rion!:		US	S 360				NA			NA		10/17/200
(700)				To:		NCL	Warsaw				, .					

					Richmond Maint	enance Area							
Route	Length	AADT	QA	4Tire	Rue	Truck Axle 1Trail 2Trail	( )( '	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:	NCL Wa	ırsaw							
700	0.20	170	R				-	NA			NA		09/11/2001
				To:	Dead I								
	0.70	40	R	From:	79-61	0	l	NA			NA		08/22/2001
701)	0.70	40	K	To:	Cul-de-	Sac	1	INA			INA		00/22/200
				From:	79-70								
702	0.17	NA					-	NA			NA		
				To:	Cul-de-								
(702)	0.15	100	R	From:	Dead I	ind	1	NA			NA		08/15/200°
703)	0.10	100	- 1	To:	79-70	)4	]	INA			IVA		00/10/200
				From:	Cul-de-	Sac							
704)	0.38	90	R					NA			NA		08/15/2001
				To:	79-70	13							
	0.04	60	R	From:	79-62	:0	]	NΙΛ			NΙΔ		09/15/2004
705)	0.04	60	ĸ	To:	Dead F	End	1	NA			NA		08/15/2001
				From:	SR 3								
707)	0.30	40	R				<u>.</u>	NA			NA		1998
				To:	Dead I	End	<u> </u>						
$\bigcirc$	0.00			From:	79-61	4							1000
708)	0.38	40	R	To:	Dead F	End	1	NA			NA		1998
				From:	79-63								
709	0.19	90	R	<u> </u>	79-03	U	1	NA			NA		1998
				To:	SR 3	}							
				From:	Dead F	End							
710	0.42	60	R	To:	79-60	)(	1	NA			NA		08/22/2001
				From:									
720	0.20	30	R		79-64	.2	1	NA			NA		08/22/2001
(720)				To:	Cul-de-	Sac							
Town of Warsaw													
	0.25	70	R	From:	SR 3	\$	l	NA			NA		09/11/2001
1000	0.23	70	K	To:	Cul-de-	Sac	1	INA			INA		09/11/2001
				From:	US 36								
(1001)	0.75	370	G	96%		1% 0%	С	0.092	F	0.571	370	G	2003
				To:	NCL Wa	ırsaw							
$\bigcirc$				From:	SR 3	}							00/00/000
1002	0.23	280	R	To:	79-10	01	Ī	NA			NA		09/26/2001
				From:	SR 3		l						
(1003)	0.23	1100	R		SK 3	)	1	NA			NA		09/11/2001
				To:	US 36	50							
				From:	US 360; SR 3 BUS;	; BEGIN LOOP							
1004	0.17	300	R					NA			NA		09/11/2001
			_	From:	79-10	36	<del> </del>						
1004)	0.13	310	R	To:	т Ј т	on .	1	NA			NA		09/11/2001
				From:	End Lo		I						
(1005)	0.18	30	R		79-10	12	j	NA			NA		1998
1005	J. 10			To:	70.10	06	<b></b>						
(1005)	0.17	80	R	From:	79-10	л		NA			NA		1998
				To:	79-102	20	<u> </u>				<u> </u>		<del>-</del>
							-						

					KICI	inonu Maintenance Area	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Warsaw				From:		79-1020	1							
(1005)	0.08	110	R	<u> </u>		77-1020			NA			NA		1998
				To:		79-690								
$\bigcirc$	0.00	040		From:		79-1012								00/44/0004
1006	0.08	310	R						NA			NA		09/11/2001
	0.10	520	R	From:		79-1005			NA			NA		09/11/2001
1006	0.10	320	K	To:		SR 3			INA			INA		09/11/2001
				From:		US 360; 79-624	Ī							
(1007)	0.13	1900	R	_					NA			NA		09/11/2001
				To:		Dead End								
	0.19	130	R	From:		US 360			NA			NA		09/26/2001
1008	0.19	130	K	To		79-1002			INA			INA		09/20/2001
				From:		79-1028	i							
1009	0.09	200	R						NA			NA		1998
				To: From:		79-1014 SOUTH								
1009	0.02	240	R						NA			NA		1998
				To: From:		79-1014 NORTH								
1009	0.06	260	R						NA			NA		1998
				From:		79-1010 SOUTH								
1009	0.03	320	R						NA			NA		1998
	0.05	050	_	From:		79-1010 NORTH			NIA			NIA		00/44/2004
1009	0.05	650	R	To:		US 360			NA			NA		09/11/2001
				From:		WCL Warsaw								
1010	0.06	10	R						NA			NA		1998
				To:		79-1011	-							
(1010)	0.09	100	R						NA			NA		1998
				To: From:		79-1009 79-1009 SOUTH								
(1010)	0.14	30	R			77 1007 500 111			NA			NA		1998
				To		79-1018								
$\bigcirc$	2.22		_	From:		79-1014								1000
(1011)	0.09	20	R	To:		79-1010			NA			NA		1998
				From:		Dead End								
(1012)	0.11	60	R						NA			NA		1998
				To: From:		79-1005								
(1012)	0.08	110	R						NA			NA		1998
				To: From:		79-1006	-							
(1012)	0.28	70	R	To:		D. IF.			NA			NA		1998
				From:		Dead End								
(1013)	0.18	150	R			US 360; 79-1016			NA			NA		09/11/2001
	05			To:		Dead End								
				From:		WCL Warsaw								<u> </u>
(1014)	0.04	20	R				_		NA			NA		1998
				To: From:		79-1011	-							
(1014)	0.09	40	R	-					NA			NA		1998
			_	From:		79-1009			h					4000
1014)	0.15	46	R	To		79-1018			NA			NA		1998
-						, /-1010								

Richmond Maintenance Area											
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC K Factor	QK Dir Factor	AAWDT	QW Year	
Town of Warsaw				From:							
1015)	0.23	100	R	From:	Cul-de-Sac		NA		NA	09/11/2001	
				To: From:	0.23 MN Cul-de-Sac						
1015)	0.33	280	R				NA		NA	09/11/2001	
				To: From:	79-1036						
1015	0.09	870	R	To:	110.260	<del></del>	NA		NA	09/11/2001	
				From:	US 360 79-1017						
1016	0.40	410	R	<u> </u>	/9-101/		NA		NA	1998	
				To:	US 360						
$\bigcirc$				From:	Dead End						
1017	0.04	80	R				NA		NA	1998	
	0.07	470	R	From:	79-1016		NA		NIA	4000	
1017	0.07	170		_					NA	1998	
	0.10	90	R	From:	79-1023		NA		NA	1998	
(1017)	0.10	90	K	To:	Dead End		INA		INA	1990	
				From:	SCL Warsaw						
1018)	0.05	80	R				NA		NA	1998	
				To: From:	79-1014						
(1018)	0.10	110	R				NA		NA	1998	
				From:	79-1010						
1018)	0.08	170	R	т	NA		NA	1998			
				To: From:	79-649						
(1019)	0.15	0.15 <b>60</b>	R	From:	US 360		NA		NA	1998	
	0.10			To:	Dead End		14/1		147 (	1000	
(1020)				From:	79-1005						
	0.12	40	R				NA		NA	1998	
				To:	NCL Warsaw						
$\bigcirc$	0.15	680	В	From:	79-1022		NΙΔ		NA	1998	
1021)	0.15	000	R	To:	US 360		NA		INA	1996	
				From:	SR 3						
(1022)	0.18	1100	100 R				NA		NA	1998	
				To: From:	79-1021						
(1022)	0.04	1400	R				NA		NA	1998	
				To:	Dead End						
	0.16	80	В	From:	Dead End		NA		NA	1998	
1023	0.10	80	R	To:	79-1017		INA		INA	1996	
				From:	Dead End						
(1027)	0.15	60	R				NA		NA	1998	
				To:	79-649						
_	0.42	110	R	From:	79-1029		NA.		NA	1000	
1028	0.13		ĸ	. —			NA		INA	1998	
	0.02	20	R	From:	79-1009		NA		NA	1998	
(1028)		20	17	To:	Dead End		IN/A	1974	1990		
Richmond County					-						
			_	From:	Dead End						
(1029)	0.09	40	R	To:	79-1028	<del></del> 1	NA		NA	1998	
				1	/9-1028						

	Richmond Maintenance Area									
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC.	QK Dir Factor	AAWDT QW	Year	
Town of Warsaw				From:	US 360	+				
(1033)	0.17	130	R		03 300	NA		NA	1998	
				To: From:	79-1034	]				
1033	0.09	80	R			NA		NA	1998	
				Tn·	Dead End	<u> </u>				
	2.25		_	From:	79-1033	J			4000	
(1034)	0.05	50	R	To	Cul-de-Sac	NA T		NA	1998	
				From:		1				
(1025)	0.07	410	R		US 360	NA NA		NA	09/11/200	
1035	0.0.		•••	To:	70 1027					
1025	0.22	160	R	From:	79-1037	NA		NA	09/11/200	
1035	0.22		•••			¬			00/11/200	
	0.04	10	R	From:	79-1038	NA		NA	09/11/200	
1035	0.04	10	1	To:	Dead End	٦ ''`		INA	09/11/200	
				From:	79-1004	1				
1036	0.04	610	R	<u> </u>	17-1004	NA NA		NA	1998	
1.009				To:	79-1015	1				
				From:	79-1035	1				
(1037)	0.18	130	R			NA		NA	1998	
				To: From:	0.18 MN 79-1035	7				
1037	0.02	20	R	From:		NA		NA	1998	
				To:	Dead End	1				
				From:	Cul-de-Sac					
1038)	0.16	100	R			NA		NA	1998	
				To: From:	79-1035	]				
(1038)	0.05	30	R			NA		NA	1998	
				To:	Cul-de-Sac					
Richmond County				From:	0.11.0					
1040	0.05	30	R	FIOIII.	Cul-de-Sac	IJ NA		NA	1998	
(1040)	0.03	30	1	To:	79-620	٦ ''`		INA	1990	
				From:	Cul-de-Sac	1				
(1041)	0.12	48	R	<u> </u>	cui de sue	NA NA		NA	1998	
				To:	79-620	1				
				From:	79-607	T				
(1060)	0.14	80	R			NA		NA	1998	
				To:	79-1061					
				From:	Cul-de-Sac					
1061	0.06	10	R			NA		NA	1998	
				To: From:	79-1060	]				
1061	0.11	40	R			_ NA		NA	1998	
				To:	Cul-de-Sac					
$\bigcirc$				From:	79-1102	J				
1101)	0.15	40	R	To:	79-686	NA T		NA	1998	
	0.07	30	R	From:	79-1101	NA		NA	1998	
(1102)	0.07	30	ĸ	To	79-697	7		INA	1990	
				From:	79-620	<del> </del>				
(1110)	0.20	NA		<u> </u>	17-020	NA		NA		
				To:	Dead End	<u> </u>		<u> </u>		
	<u> </u>			From:	Cul-de-Sac					
(1111)	0.29	NA				NA		NA		
				To	79-1110	7				

Route Richmond County	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
9350	0.12	280	R	From:		SR 3		NA			NA		09/26/2001
9838)	0.15	380	R	From:		US 360 US 360		NA			NA		09/26/2001